

Accessibility of Land

Houses on paved streets are generally more attractive to home buyers. A town can use this behavior pattern to plan for sound development. In selected areas, streets can be opened and paved by the town to encourage development, while in other areas, the town can discourage development by refusing to accept dedicated streets (if the land should not, for some reason such as health, be built upon), by refusing to help with the grading and paving, or simply by building streets elsewhere and opening up other areas.

Too often, however, streets are laid out in haphazard fashion, snaking about town in an unguided way, not conducive to movement of traffic and leaving hard-to-develop parcels of land in their wakes. Streets must be built with all other streets in mind, and considering total accessibility -- not only access to single parcels of land. Streets must also serve the very important function of efficiently moving traffic. This goal cannot be attained unless a wide view is taken. The Land Development and Thoroughfare Plans will help provide the town with a sense of perspective. These Plans should be the basis on which to work toward the goal. Because of lacks of restraint and of planning, accessibility of land in Robbins is at present not at all at an optimum.

The streets in Robbins (see Figure 7) do not efficiently move traffic. Further, many of them form oddly shaped blocks which leave patches of land with no street access, or double-frontage lots. Further, land uses and proposed land uses have not determined the width of streets. For optimum ease of access to land, "major" (collector and major thoroughfare) streets should be wider than "minor" (residential, minor access, and cul-de-sac) streets. Major streets move traffic from one area to another, while minor streets move and distribute traffic within an area. The differential in width insures that each street will be able to serve its function properly, and that, for example, no major traffic travels on